

## CHAPTER SEVEN

**Capital Improvement Program**

The CMA must develop, as part of the CMP, a 6-year Capital Improvement Program to maintain or improve the performance of the multimodal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the land-use analysis program.<sup>1</sup> Capital improvement projects must conform to air quality mitigation measures for transportation-related vehicle emissions. The air quality mitigation measures are contained in the BAAQMD's 1997 Clean Air Plan.

### **RELATIONSHIP TO THE TRANSPORTATION EFFICIENCY ACT OF 1997**

The federal Transportation Efficiency Act for the 21<sup>st</sup> Century of 1997 (TEA 21) requires the regional transportation plan prepared by MTC to be consistent with reasonable assumptions of future funding. The Act also emphasizes methods to improve the operation of the existing transportation system. Such methods include traffic operations systems, arterial signal timing, parking management, transit transfer coordination, and transit marketing programs. These federal requirements have been considered in the development of the CMP Capital Improvement Program. A reauthorization or continuance of the TEA 21 is anticipated to occur in FY 03/04.

### **RELATIONSHIP TO THE REGIONAL TRANSPORTATION PLAN**

Since the CMP ultimately will be incorporated into the *Regional Transportation Plan* action element, projects selected for the Capital Improvement Program need to be consistent with the assumptions, goals, policies, actions and projects identified in that plan. The *Regional Transportation Plan*, prepared by MTC, is the basic statement of Bay Area transportation policy. Because of the interdependence of transportation planning and other regional planning, the regional plan strives to adopt policies that complement and support programs of federal, state and regional agencies.

MTC has adopted a capital investment policy for the *Regional Transportation Plan*. This policy sets forth MTC's approach to capital investment in the transportation system. The Capital Improvement Program in the CMP has been formulated in consideration of MTC's policy. In March, 2003, MTC adopted Resolution 3536, which outlines principles for programming a portion of the federal funds from the reauthorization or continuance of TEA 21. The principles are outlined below.

---

<sup>1</sup> California Government Code Section 65089(b)(5)

<sup>2</sup> MTC Resolution 2930

## **PRINCIPLES FOR INVESTMENT OF SURFACE TRANSPORTATION PROGRAM/CONGESTION MITIGATION AND AIR QUALITY FUNDS**

MTC Resolution 3216 identified a set of principles and an order of priorities for investment of federal Surface Transportation Program and Congestion Mitigation and Air Quality funds under the TEA 21. MTC resolution 3536 allowed for the programming of a minimal amount of federal funds necessary to ensure a seamless transition into TEA 21 reauthorization funding, focusing on projects with continuous annual funding needs and air quality management strategies. A resolution addressing the additional funding anticipated from the TEA-21 reauthorization to address ongoing commitments as well as new funding for local streets and roads shortfall, the transit capital shortfall, planning and capital assistance for projects that strengthen the link between transportation, community goals and land use, and other discretionary projects will further clarify the principles and order of priorities for the investment of federal Surface Transportation Program and Congestion Mitigation and Air Quality funds through 2009. The following principles are detailed in MTC resolution 3216, and will assist the region in crafting the new principles and order of priorities to guide the expenditure of remaining TEA 21 reauthorization funding:

- For federal flexible discretionary funds, two areas of investment must be provided for statutorily. First, the funding of transportation control measures will be a priority for the programming of Congestion Mitigation and Air Quality funds to supplement their funding, both state and federal, from other sources. Second, the
- funding of transportation enhancements will be established through a mandated set aside through the Surface Transportation Program.
- Even with increased State Transportation Improvement Program programming levels as a result of the Transportation Efficiency Act, it is clear that we cannot build our way out of congestion in the Bay Area transportation system by physically expanding the system. Consequently, system-management strategies must be developed and implemented as part of MTC's federal discretionary investment program to maximize use of the existing system. Such strategies should be designed to improve the use and safety of the existing multimodal transportation system, in the most cost-effective manner possible.
- The MTC's adopted transportation/land-use policy statement that emphasizes livable communities requires investment of regional discretionary/flexible fund sources to be relevant and viable. MTC and the Bay Area Partnership must cooperatively develop that funding opportunity as part of the federal flexible funding program. In particular, community-oriented strategies that may not be eligible for Transportation Enhancements Act funding will be a focus of federal flexible funding investment.
- Preservation and maintenance of the existing system—including local roads and transit—remains essential. Therefore, it will be a key component among the many objectives to be achieved in programming federal discretionary funds. In particular, flexible funds will be used to address maintenance and rehabilitation shortfalls that cannot be satisfied from other federal, state, regional or local funding sources.

- Capacity expansion typically dominates the region's capital investment program in the State Transportation Improvement Program. Expansion will be considered as part of the federal flexible program only after it is determined that outstanding maintenance and system management needs as outlined above are addressed either in the State Transportation Improvement Program/federal program or from other sources of revenue. Any investments made in capacity expansion with federal flexible funds should focus on the most cost-effective strategies available, given the limited resources available in the program.

## **PROGRAMMING STRUCTURE FOR SURFACE TRANSPORTATION PROGRAM AND CONGESTION MITIGATION AND AIR QUALITY FUNDS**

In order to reflect and ensure the order of investment priorities discussed above, and to achieve a balance between geographically based return to source expectations and regional needs which are not defined by or limited to county boundaries, MTC established the following basic distribution of federal and state funds for programming federal flexible funds: County Maintenance and Rehabilitation, Regional Customer Service, Transportation for Livable Communities, Regional Transportation Plan Corridor Management, and Multicounty/ Regional Transit. Each of these funding categories is presented in more detail below.

### **County Maintenance and Rehabilitation**

Funds for the maintenance and rehabilitation program will be made available to each of the nine Bay Area counties on a population basis for transit and roadway projects that maintain the existing transportation system. The following priority tier order for rehabilitation projects will be used by CMAs in developing their program of projects:

#### **Roadway**

- Metropolitan Transportation System (MTS) Pavement
- Non-MTS Pavement (must be federal aid eligible—includes roadways classified above that of rural minor collector or urban local)
- MTS Non-Pavement
- Non-MTS Non-Pavement (must be federal aid eligible)

#### **Transit**

- Transit, Safety, ADA, Maintenance Facilities and Heavy Equipment
- Stations, Shelters, Intermodal Facilities, Station Parking
- Non-revenue Vehicles, Office Equipment, Maintenance Tools and Equipment
- Capitalized Maintenance

*Note:* Amenities (such as bike lanes, signalization, turn pockets, transit pull-outs, sidewalk ramps, guard rails, and culverts) are allowed up to 20 percent of the total cost of a pavement project. Where amenities exceed 20 percent of the total project cost, the project is considered non-pavement.

## **Regional Customer Service**

Funds from this category will be programmed by MTC to the following regional customer service projects that improve the operation of the regional transportation system: regional transit marketing/Commuter Check® program, TravInfo, regional transit trip-planning system, Freeway Service Patrol, Pavement Management Technical Assistance Program, Traffic Engineering Technical Assistance Program, Performance Monitoring and TransLink™.

## **Transportation for Livable Communities (TLC)**

A portion of the Surface Transportation Program/Congestion Mitigation and Air Quality/STIP Transportation Enhancement funding will be devoted to MTC's Transportation for Livable Communities program. This program provides planning and capital assistance for projects that strengthen the link between transportation, community goals and land use. Projects are developed in partnership with transportation providers and local communities, and involve public outreach and participation.<sup>3</sup>

## **Regional Transportation Plan Corridor Management**

Funds for corridor management and safety projects will be made available to each of the nine Bay Area counties on a population basis. Prior to project solicitation, MTC and CMA staff will identify mutually agreeable program emphasis areas for each corridor identified in the *Regional Transportation Plan*.

Rehabilitation may be considered a program emphasis area in corridors for which MTC and the CMA agree that there are no high-priority corridor management strategies ready for implementation. Rehabilitation projects funded under the corridor management program will be subject to the screening criteria guidelines governing the county maintenance and rehabilitation program.

## **Multi-County/Regional Transit**

Funds for the regional transit program will be apportioned to each urbanized area according to FTA Section 5307 apportionment factors to fund transit projects with multi-county or regionwide benefit, and other critical transit needs. Projects that maintain the existing transit system will be given priority. Programming of Section 5307 is under the sole purview of MTC.

---

<sup>3</sup> Rules and criteria for the TLC program have been adopted by the Commission in Resolution No. 3212.

## Eligible Strategies

Eligible **Corridor Management** Strategies are as follows:

### Highways<sup>4</sup>

- Traveler assistance, incident response
- TOS and supplementary surveillance devices<sup>5</sup>

---

<sup>4</sup> Operating assistance if the service implements a corridor management strategy in the appropriate, adopted corridor management plan, and the service meets the Federal Congestion Mitigation and Air Quality eligibility rules. Federal guidance on Congestion Mitigation and Air Quality restricts transit operating assistance to services that are "discrete new addition[s] to the system" and limits it to a maximum period of three years. After that time, other sources of funding must be used. The project sponsor must demonstrate the financial capacity to operate the service during the period for which Congestion Mitigation and Air Quality operating assistance is requested and after this period has expired. This must be demonstrated in the operators' short-range transit plan or equivalent policy endorsed by the board of the sponsoring agency.

Federal guidance on Congestion Mitigation and Air Quality restricts operating assistance for traffic and transit management and traveler information systems/ centers to new or expanded systems with demonstrable air quality benefits. Operating assistance is generally limited to a period of three years. The project sponsor must demonstrate the financial capacity to operate the service after this period has expired.

<sup>5</sup> TOS projects included in the CMA bid lists will be eligible for funding if the requests are consistent with a Caltrans/MTC plan for TOS/TMC currently being prepared, and to the extent that MTC and Caltrans reach a clear agreement on the availability of SHOPP funding for this program.

### Transit/Ridesharing<sup>6</sup>

- HOV lane improvements (e.g., signs, striping)
- HOV bypass on on-ramps
- Park and Ride lots
- Bus pullouts
- Relocated/ enhanced transit stops
- Transit priority systems to improve timed transfers, schedule adherence (e.g., preemption, phasing)
- Real-time traveler information (such as information provided on-board vehicles and at stops and stations)
- Improved productivity tools (e.g., AVL components, implementing timed transfers)
- Earthquake response equipment
- New transit vehicles for services that implement corridor management strategies<sup>7</sup>
- Transit operating assistance for services that implement corridor management strategies.

### Arterials<sup>8</sup>

- Interconnect arterial signals and freeway ramp meters

---

<sup>6</sup> Please refer to footnote 4, on previous page.

<sup>7</sup> The purchase of new transit vehicles will be eligible under this program if the vehicles will be used to run service that implements a corridor management strategy in the appropriate, adopted corridor management plan. The project sponsor must demonstrate financial capacity to operate the service. This must be demonstrated in the operators' short-range transit plan (SRTP) or equivalent policy endorsed by the board of the sponsoring agency.

<sup>8</sup> Please refer to footnote 4, on previous page.

- Arterial signal interconnections and upgrades
- Traffic-management centers
- Low-cost corrections to geometric deficiencies to improve flow, improve interface with highway, transit or freight operations

### Bicycle/Pedestrian

- Bike/pedestrian access to transit centers and regionally important activity centers (e.g., bike routes, storage, station access)
- Bike racks on transit
- Gap closures for regionally significant Class 1 bike paths and Class 2 bike lanes, including freeway crossings (per the Bay Trail, regional, county, and city bike plans)

### Freight

- Weigh-in-motion
- Truck parking areas (e.g., truck residential parking permit programs)
- Access improvements to/within major distribution centers (ports, etc.)

Eligible **Safety Strategies** are as follows:

### Highways

- Low-cost safety improvements, where identified in corridor operational assessment or where highest priority and not addressed in SHOPP (e.g., reflectors, guard rails, signs, geometric corrections, striping)

### Transit/Ridesharing

- Railroad crossing protection devices

- Transit security on buses and in stations (capital only)

### Arterials

- Intersection enforcement (capital only)
- Low-cost safety improvements

### Bicycle/Pedestrian

- Low-cost bicycle safety improvements (e.g., sidewalk bulbs, widening shoulders, safe drainage grates, signs, striping, crossing protection)
- Pedestrian crossings and crossing protection

### Freight

- Railroad crossing protection devices

## SENATE BILL 45 AND PROJECT DELIVERY

Senate Bill 45 restructured the State Transportation Improvement Program. The legislation provides for more programming control at the county level and also increases the focus on project delivery. In light of the new focus on project delivery for projects programmed in the State Transportation Improvement Program, the CMA has adopted an aggressive "Timely Use of Funds Policy." The policy applies to all funding programs administered by the CMA, including projects programmed in the State Transportation Improvement Program, federal Surface Transportation Program/Congestion Mitigation and Air Quality and the Transportation Fund for Clean Air program.

The policy defines a strategy for project delivery assistance and evaluation of extension requests. It includes the following provisions:

- The CMA will provide sponsors with consultant support in the implementation of projects. This support will include assistance in the development of a baseline schedule and on-call availability for project delivery questions. The CMA and the project delivery assistance consultant will host a project delivery workshop after the adoption of every funding program by the CMA Board. This workshop will be mandatory for all project sponsors and will provide an overview of the program specific requirements for project delivery.
- The CMA will develop a project delivery web site managed by the project delivery consultant. Sponsors will be able to have project delivery questions answered via e-mail through the website. The website will also provide access to project delivery resources such as Caltrans local assistance, MTC and CTC. Project delivery status reports, as well as frequently asked questions, will be posted on the website.
- The policy establishes criteria for the evaluation of reprogramming and extension requests. These requests will be evaluated based on the nature of the circumstances causing the delay, the sponsor's adherence to the baseline schedule and previous milestones, and the sponsor's ability to meet future project delivery deadlines.
- Any project sponsor that fails to meet a timely use of funds deadline that results in a loss of programmed funds to Alameda County will be penalized in a future state or federal funding cycle an amount equal to the funds that were lost to Alameda County.

The complete Timely Use of Funds Policy is included as Appendix F.

### **Relationship to Air Quality Attainment Plans**

The Capital Improvement Program, required as part of the CMP, is closely related to federal and state air quality attainment plans. Because the Bay Area failed to attain national ambient air quality standards before the 1977 Federal Clean Air Act Amendments' 1987 deadline, a revised State Implementation Plan was developed. The purpose of this plan is to show the measures to be taken to reduce air pollution and maintain compliance with federal requirements for annual emissions reductions.

The *Regional Transportation Plan* is required by federal law to conform to the *State Implementation Plan*. Because CMPs are required to be consistent with the *Regional Transportation Plan*, CMPs must also conform to the programs and policies outlined in the *State Implementation Plan*.

State air quality legislation, specifically the California Clean Air Act of 1988, requires the BAAQMD to prepare a Clean Air Plan designed to bring the Bay region's air basin into compliance with state air quality standards by the earliest practicable date. The Clean Air Plan must include transportation control measures as well as stationary (e.g., oil refinery) source controls to achieve and maintain the respective standards for ozone and carbon monoxide.

Other legislation established a joint process between the MTC and BAAQMD for preparing the transportation control measures plan as part

of the state Clean Air Plan.<sup>9</sup> The 1997 Clean Air Plan for the Bay Area has been adopted by the BAAQMD.

The BAAQMD has ongoing efforts to attain the more stringent state one-hour ozone standard. As required by state law, the BAAQMD adopted a plan to attain this standard in 1991. The Clean Air Plan was updated in 1994, 1997 and 2000. The 2003 Clean Air Plan is now under development by BAAQMD.

According to BAAQMD, ABAG, and MTC, the Bay Area's air quality setting has not changed much since 1991. Despite hot weather and high ozone levels in 1995, 1996 and 1998, monitoring data show a downward trend in ozone concentrations since the late 1980s. Peak ozone concentrations have declined 1.4 percent per year on average since the 1986-88 base period. The region recorded three excesses of the national ozone standard and 20 excesses of the state standard in 1999, and three excesses of the federal standard and 12 excesses of the state standard in 2000. However, the region's air quality conditions continue to show generally clean air with occasional exceedances of the national ozone standard and more frequent exceedances of the state ozone standard. The federal and state transportation control measures listed in the attainment plans have implications for county CMPs. MTC will give priority to proposed projects that support or help implement any of the transportation control measures outlined in this revised plan. Therefore, Alameda County's Capital Improvement Program highlights any proposed project's link to the Transportation Control Measure Plan. Appendix E includes a table that shows the federal and state transportation

control measures and how the 2003 CMP Capital Improvement Program relates to them.

## Relationship to the Countywide Transportation Plan

The CMA adopted a long-range transportation plan for Alameda County in August 2001. Each county within the jurisdiction of MTC can prepare a county transportation plan in cooperation with the cities, county and transit operators.<sup>10</sup> The county transportation plan is the primary basis for the county's component of the RTP.

The Alameda County CMA will continue to use its CMP as the primary vehicle for implementing the long-range countywide transportation plan. The *CMP Capital Improvement Program Guidelines* and other funding policies adopted by the CMA Board require projects seeking federal or state funding to be consistent with the *Countywide Transportation Plan*. The CMA's transportation investment policies adopted with the Alameda County *Countywide Transportation Plan* are as follows:

- The CMA's investment program shall be balanced in a manner consistent with its adopted funding equity formula.
- The CMA's investment program shall be tailored to meet local needs of each corridor and coordinated to ensure the safe and efficient movement of people and freight.
- The CMA shall make every effort to secure additional revenues necessary to fund an investment program which gives appropriate balanced emphasis to:
  - The safe and efficient operation of the existing transportation system

---

<sup>9</sup>Assembly Bill 3971 (Cortese)

---

<sup>10</sup> Assembly Bill 3705 (Eastin), Statutes of 1988



- The maintenance and rehabilitation of existing facilities and services
- The implementation of those projects that are ready for implementation and for which funding has been committed in the CMP
- Those improvements necessary to enhance the safety and operating efficiency of critical freight routes
- Those improvements necessary to enhance transit service
- Those major investments that are identified through the corridor/ areawide transportation management planning process

By consensus, the CMA adopted an additional policy which requests project sponsors to show the CMA as a funding partner on new advertisements displayed for transportation improvements. For example, roadside signs placed near construction zones that advertise the name of project sponsors such as the State of California, the Alameda County Transportation Authority and/or local jurisdictions, should also list the Alameda County Congestion Management Agency.

The CMA board approved the updated long-range transportation plan in August, 2001. Any changes in policy affecting the CMP are incorporated in the 2001 update of the CMP.

### **Relationship to CMA Corridor Studies**

The CMA has identified a need for corridor/areawide management planning, which was identified in the *Countywide Transportation Plan*. The planning process approved in the plan will:

- Provide valuable information in assessing longer term land-use impacts and possible solutions;
- Identify comprehensive approaches to congestion management which can aid in the development of deficiency plans where level-of-service standards have been or are expected to be exceeded; and
- Provide support that allows each community within the corridor/area to demonstrate how the community's share of cumulative/regional transportation impacts could be mitigated through cooperative planning and investment. Since adoption of the 2001 *Countywide Transportation Plan* and 1999 CMP, corridor studies have been completed for I-80, I-580/Altamont, I-880 Intermodal Corridor, San Pablo Avenue, the SMART Corridor programs in the San Pablo and I-880 corridors and North I-880.

### **A DIVERSIFIED STRATEGY**

The long-range transportation plan points to a diversified strategy for managing congestion and sustaining mobility. The following findings highlight this need for a strategy, which includes all reasonable options:

- The Alameda *Countywide Transportation Plan* Tier 1 and 2 includes \$2.8 billion in projects, programs and services.
- Even with this extensive investment, the countywide travel model forecasts congestion to become more severe by 2025.
- It is therefore clear that we cannot rely solely on investment in facilities and services as a way out of the transportation problem.

- The transportation needs in Alameda County outweigh the available revenues over the 25-year period in Alameda County.
- It is therefore apparent that all available options must be considered to sustain an acceptable level of mobility in Alameda County—pricing strategies, land-use strategies, managing the existing system better to stretch its capacity, options such as telecommuting which reduce work trips, carefully selected transportation investment, new and/or expanded revenue sources, and other approaches which may surface.
- One approach by itself is unlikely to be successful.

The Capital Improvement Program includes projects, which further a diversified strategy. Operational improvements intended to efficiently use existing facilities, transit investment and coordination, intermodal freight facilities, non-motorized facilities, and other investment strategies have been considered in the development of the CMP Capital Improvement Program.

As adopted in the 2001 *Countywide Transportation Plan*, the diversified strategy for transportation investments in Alameda County consists of eight component elements:

- an investment program with the flexibility to finance street, highway and mass transit projects, so that each can be employed where it offers the most cost-effective method of transportation improvement;
- a commitment to equity in funding which ensures that each of the county's four planning areas enjoys a level of investment commensurate with its share of the countywide population;
- funding policies designed to enhance the priority of those highway and transit projects that have been identified through the corridor/areawide transportation management planning process;
- funding policies designed to ensure adequate expenditures for the maintenance, operation and operational improvement of existing facilities and services;
- funding policies designed to ensure efficient operation of those facilities that are essential for freight movement;
- cooperative planning designed to engage city, county, CMA and state authorities in planning for corridor/areawide traffic management;
- planning guidelines designed to ensure strategic treatment of hubs, gateways and intermodal terminals; and
- pricing policies designed to reconcile mobility and air quality and provide more options to the public.

### COMPONENTS OF THE CAPITAL IMPROVEMENT PROGRAM

The 2003 Alameda County Capital Improvement Program covers a 6-year period (fiscal year 2003-04 to 2008-09) and is comprised of the following:

- major capital projects and transit rehabilitation projects programmed in the 2004 State Transportation Improvement Plan and the reauthorization of the Transportation Efficiency Act; and
- other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

The Capital Improvement Program also includes a list of projects needing a project study report (PSR). A PSR will identify a project's cost and scope, and is a requirement for a project before it can be included in the State Transportation Improvement Program.

The projects in the Capital Improvement Program are linked to the vision and projects presented in the 2001 *Countywide Transportation Plan*. The Capital Improvement Program projects are taken from the 25-year plan either as a specific capital project or from funding set aside to cover categories of projects, including maintenance and rehabilitation of local streets and roads, transit capital replacement, bicycle and pedestrian improvements, and operational improvements.

Figure 12 describes the process for soliciting, evaluating and selecting projects for state and federal funding. In order to assure consistency with regional transportation and air quality goals, Alameda County's priorities for state and federal funding are developed to be consistent with MTC's programming policy.

## **FUNDING OF THE CAPITAL IMPROVEMENT PROGRAM**

The Capital Improvement Program includes projects anticipated to assist in maintaining the level of service and performance standards of the CMP. Funding for all projects, however, has not been secured. Some projects shown in the Capital Improvement Program may need supplemental funding from other sources or may be submitted for state/federal funding consideration in future years.

The CMA is exploring sources of new revenue for transportation facilities and services considered in the *Countywide Transportation Plan*. Revenue enhancement is a critical component of the plan; the transportation need over the next 25 years exceeds available revenues. The CMA will support new revenue sources which best meet the goals of the long-range transportation plan and CMP. These revenue sources could include a regional, state or federal gas tax increase or a bridge toll increase. The CMP law itself suggests another possible funding source—traffic impact fees.<sup>11</sup> The Tri-Valley Transportation Council including the cities of Livermore, Dublin and Pleasanton and Alameda County has developed a sub-area traffic mitigation fee. The Council has adopted an Expenditure Plan identifying the projects to be included in the final fee and has begun implementation. The city of Livermore also adopted a traffic-mitigation fee in 2001 to fund regional transportation improvements in the city of Livermore.

## **CAPITAL IMPROVEMENT PROGRAM**

Table 15 lists the Alameda County projects recommended for funding in the 2004 State Transportation Improvement Plan and the 2003 CMA Transportation Improvement Plan. These projects have been screened for consistency with the *Countywide Transportation Plan*. The 2004 State Transportation Improvement Plan is scheduled to be approved by the California Transportation Commission in August 2004.

Table 16 contains Major Capital Projects and Transit Rehabilitation Projects programmed in

---

<sup>11</sup> Section 65089(b)(4)

the 2002 State Transportation Improvement Plan, TEA-21 and other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

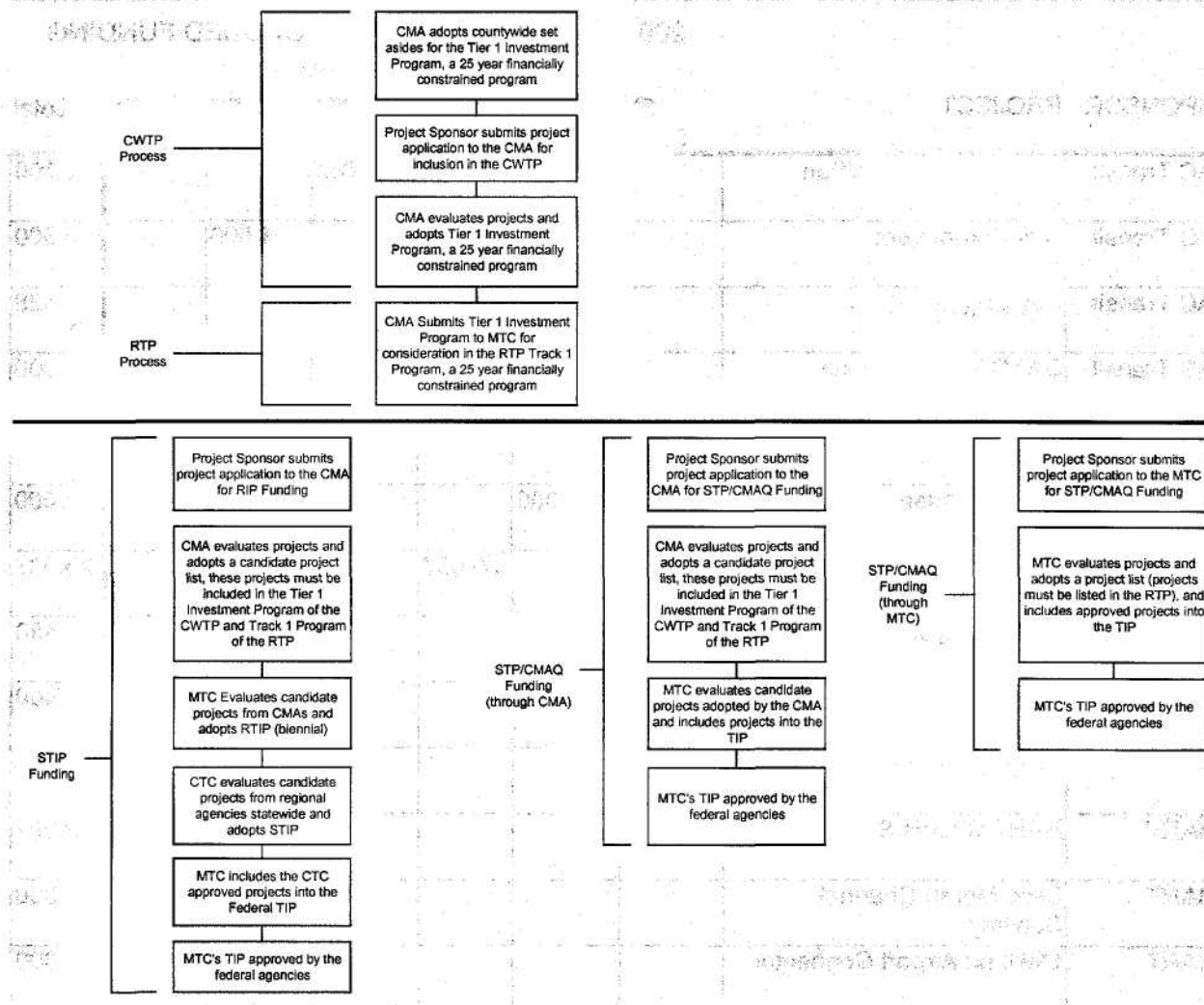
The Capital Improvement Program also includes the CMA's adopted project study report priority list, shown in Table 17. Project study reports specify the project costs, project scope and alternatives, and are required before a project can be included in the State Transportation Improvement Program. Each county's prioritized project study report list can be included in the Regional Transportation Improvement Program.<sup>1</sup>

## **UPDATING THE CAPITAL IMPROVEMENT PROGRAM**

The CMP law requires biennial updating of the Capital Improvement Program. In order to update the program, each city, the county, Caltrans, the Port of Oakland, each transit operator and other project sponsors must, by February 1 of each odd numbered year, submit to the CMA a list of projects intended to maintain or improve the level of service on the designated system and to meet transit performance standards.

---

<sup>12</sup> Assembly Bill 2038 (Eastin) Statutes of 1990

**Figure 12 — CMA Process for Selecting Projects for State and Federal Funding**

**Table 15 — Projects Recommended for Funding in the 2004 State Transportation Improvement Program and the 2003 CMA Transportation Improvement Program**

		2004 STIP/2003 CMA TIP PROPOSED FUNDING (\$ x 1,000)						
SPONSOR	PROJECT	FY 03/04	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	Total
AC Transit	Berkeley/Oakland/San Leandro Corridor				2,700			2,700
AC Transit	Bus Component Rehabilitation			4,000		4,500		8,500
AC Transit	Bus Engine		628					628
AC Transit	SATCOM Expansion					1,000		1,000
AC Transit	Transit Maintenance Facilities					3,705		3,705
AC Transit	Bus Purchase		4,000					4,000
ACTA	AB 3090 Replacement (I-880/Rte 262)			25,037				25,037
Ala County	Crow Canyon Road Safety Imps				450			450
Ala. County	Vasco Road Safety Improvements				1,400			1,400
Alameda	Tinker Avenue Extension						4,000	4,000
BART	BART Warm Springs						2,991	2,991
BART	Lake Merritt Channel Subway					2,000		2,000
BART	Oakland Airport Connector						23,000	23,000
BART	Stations Platform Edge Tiles					1,248		1,248
BART	AFC Modernization		2,283					2,283
BART	West Dublin BART Station		1,725	3,450	1,725			6,900
Caltrans	I-238 NB Widening				28,213			28,213
Caltrans	I-580 Soundwall San Leandro			130		5,150		5,280

**2004 STIP/2003 CMA TIP PROPOSED FUNDING**  
(\$ x 1,000)

SPONSOR	PROJECT	FY 03/04	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	Total
Caltrans	I-580 WB Soundwall Livermore				941			941
Caltrans	I-80 Aquatic Park Soundwall						2,986	2,986
Caltrans	I-680 Sunol Grade SB HOV Lave Ph. 3					4,255		
Caltrans	I-880/Route 262 Landscaping					3,640		3,640
Caltrans	Route 84 New 4-Lane Expressway						10,000	10,000
Caltrans	Route 84 WB HOV Lane Extension			280				280
Caltrans	Route 84 WB HOV On- Ramp			280				280
Caltrans	I-680 Sunol Grade		1,500					1,500
Emeryville	Emeryville Intermodal Transfer Station		890			2,110		3,000
Emeryville	Mandela Parkway Extension Phil				1,900			1,900
Emeryville	I-80/Ashby/Bay Interchange		250					250
Fremont	Washington Grade Seps			1,745				1,745
LAVTA	Satellite Bus Operating Facility						4,000	4,000
MTC	Project Monitoring				86			86
Newark	Central Avenue Overpass at UPRR				630			630
Newark	Thornton Avenue Widening				405			405
Oakland	I-880 42nd Ave./High St. Access					3,130		3,130
Oakland	Downtown Intermodal Transit Center		1,450					1,450
Union City	Union City Intermodal	1,000	3,300	2,727		4,004	2,283	13,314

**Table 16 — 2003 Capital Improvement Program**

Major Capital Projects and Transit Rehabilitation Projects programmed in the 2002 State Transportation Improvement Program and CMA TIP and other major highway, transit, local projects and other selected projects to be considered in the RTP update intended to maintain or improve the performance of the CMP network.

		PROJECT FUNDING (\$ x 1,000)			
Sponsor	Project	Federal	State	Local	Total
Lump Sum Projects					
All Alameda Jurisdictions	Roadway Capital Investment	1,374	1,404	8,171	15,949
All Alameda Jurisdictions	Roadway Rehabilitation Investment	3,934	5,241	97,397	179,099
All Alameda Jurisdictions	Roadway Operations Investment	0	0	14,556	65,100
All Alameda Jurisdictions	Bicycle Pedestrian	7,394	3,225	37,687	84,066
All Alameda Jurisdictions	Transit Capital Replacement	115,873	6,818	30,265	152,957
All Alameda Jurisdictions	Other Projects	5,747	2,631	17,831	69,370
Individual Project Listings					
Roadway Capital Investment					
Alameda	Tinker Avenue Extension			8,600	8,600
Alameda	Fifth Street/ FISC			3,500	3,500
Alameda	Clement Avenue Extension			12,000	12,000
Alameda	Mosely/Mitchell Street Extension			6,100	6,100
Alameda	Atlantic Avenue Street Improvements			4,500	4,500
Alameda/ CMA	1880/1980/Broadway/ Jackson		17,380	4,000	21,380
ACTA	Mission Blvd - Fremont		2,064	40,023	42,087
Caltrans	Route 24/Caldecott Tunnel Corridor		20,000		20,000
Caltrans	Eastbound HOV Lane Extension		4,314		4,314
Caltrans	Sunol Grade HOV Corridor-		42,300		42,300



Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
	Northbound				
Caltrans	Sunol Grade HOV Corridor-Southbound		15,992		15,992
Caltrans	Sunol Grade HOV Corridor - Soundwalls		11,007		11,007
Caltrans	880 Broadway/Jackson Interchange		6,223		6,223
Caltrans	I-580 HOV Lane		70,000	18,000	88,000
Caltrans/ACTA	I-880/Mission Blvd I/C	7,000	103,800	46,700	157,500
Caltrans/ACTA	I-880/SR 92 I/C		124,000	9,600	133,600
Emeryville	Intermodal Transit Center/Parking Garage @ Amtrak Station	200	15,890	2,250	18,340
Emeryville	I-80/Ashby/Shellmound Interchange		25,600	3,060	28,660
Emeryville	Mandela Right of Way Acquisition		1,900		1,900
Emeryville	MacArthur On-ramp construction		12,000		12,000
Fremont	Grade Separations at Washington Blvd. and Paseo Padre Pkwy.			72,700	72,700
Fremont	Osgood Road Widening	1,500		2,947	4,447
Livermore	I-580/Isabel Avenue Interchange Phase 1	10,300	27,000	32,700	70,000
Livermore	Greenville Road Widening-UPRR Bridge Replacement	5,071		4,468	9,539
Livermore	I-580/Vasco Road Interchange Modification			16,000	16,000
Livermore	Isabel Avenue Widening			70,000	70,000
Oakland	42nd Ave/High St. Imp. Access to I-880		1,000	800	1,800
Port	Airport Loop Road Improvements				20,000
Port	Airport Roadway Project				114,000
Port	North Field Air Cargo Access Road				10,400
Port	ITS 98th Ave. Corridor				18,000

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
Port	Reconstruction of the 7th Street/UPRR Grade Separation				50,000
Port	Reconstruction of the Adeline St. Overpass				35,000
Port	Joint Intermodal Terminal (JIT) Expansion				75,000
Port	Realignment of Maritime Street				30,000
San Leandro	Davis St./Doolittle Drive Intersection Improvements			1,150	1,150
Union City	11th Street Extension (PSSC site from PG&E to Green Street Bridge)			8,875	8,875
Union City	Future Route 84 Extension			11,125	11,125
<i>Roadway Operations Investment</i>					
Ala County	Castro Valley/Foothill Blvd. Intersection Improvements				2,500
Ala County	Crow Canyon Road Safety Improvements		950		6,100
Ala County	I-580 Interchange Improvements in Castro Valley			10,670	30,000
Ala County	East County Roadways Pavement/Shoulder Improvements			3,000	20,000
Ala County	Vasco Road Safety Improvements- Phase I	3,900	6,500	5,800	19,246
Ala County	Vasco Road Safety Improvements - Phase II				20,000
Dublin	I-580/San Ramon Road Interchange Improvement			2,046	2,046
Dublin	I-580/Fallon Road Interchange Improvement			9,609	9,609
Dublin	Dougherty Road Improvements - Houston Place to I-580			7,226	7,226
Dublin	Dublin Boulevard Widening - Sierra Court to Dublin Court				1,940
Dublin	Scarlett Drive/Iron Horse Trail Extension				6,147

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
Dublin	Saint Patrick Way - Regional Street to Golden Gate Drive				5,009
Emeryville	Horton Extension/Stanford Avenue Imp., Phase II			1,500	1,500
<i>Bike/Ped Investment</i>					
Ala County	Ashland/Bayfair Transit Center	300		2,000	2,300
Ala County	Castro Valley Blvd. Streetscape Improvements				15,000
Ala County	Coliseum BART to Bay Trail				6,000
Ala County	E. 14th/Mission Pedestrian/Transit/Streetscape Improvements-Phases II & III				20,000
Ala County	Grant Avenue Pedestrian/Bicycle Trail				2,000
Ala County	Hesperian Streetscape Improvements				14,600
Ala County	Lewelling Blvd./E. Lewelling Blvd. Improvements - Phase I			11,400	22,000
Ala County	Lewelling Blvd./E. Lewelling Blvd. Improvements - Phase II Project Development Only				18,000
Emeryville	South Bayfront Bike/Pedestrian Bridge		125	4,750	4,875
Emeryville	Doyle Street Greenway Improvements, inc. railroad spur acquisition		50	7,500	7,550
San Leandro	W. Estudillo Ave. Streetscape Improvements	2,900			2,900
<i>Transit Capital Replacement</i>					
AC Transit	Transit Capital Shortfall: Alameda County Share	16,580	16,580		33,160
AC Transit	ADA Paratransit Assistance	19,200	800	4,000	24,000

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
AC Transit	Bus Replacement Program	169,934	42,483		212,417
AC Transit	San Pablo BRT/MIS Oakland/Berkeley	3,100		900	4,000
AC Transit	Preventive Maintenance	207,060		51,765	258,825
AC Transit	Welfare to Work/Job Access	12,000		36,000	48,000
AC Transit	Hydrogen Fuel Cell Bus Demo	1,300	11,425	1,950	14,675
BART	Transit Capital Shortfall: Alameda County Share	19,560	19,560		39,120
BART	Transit Capital Rehabilitation				22,250
SJRRRC	Livermore Valley Siding	4,000	2,000	100	6,100
<i>Other</i>					
AC Transit	Berkeley Oakland San Leandro BRT-Phase 1		2,700	20,000	175,000
AC Transit	Major Corridor Enhancement- RTEP Rapid Corridors		\$700		3,000
Ala County	East Dublin Pleasanton Transit Center			22,000	22,000
BART	Oakland Airport Connector		87,700	144,300	232,000
BART	Warm Springs Extension		218,900	417,800	636,700
BART	West Dublin/Pleasanton BART Station			8,800	8,800
Berkeley	Berkeley Rail stop & Transit Plaza	641	800	628	2,069
LAVTA	Replacement - Fixed Route Vehicles				24,597
LAVTA	Sattelite Vehicle Parking Facility				10,165
LAVTA	AVL				2,547
Oakland	Bay Trail and Connectors	500	1,000	22,000	23,500
Oakland	MacArthur BART Transit Village/Parking Structure		5,000	500	5,500
Oakland	Transit Villages (Coliseum Transit Village)		5,000	500	5,500

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
Oakland	Downtown and Gateway Street Improvement			4,750	4,750
Oakland	Downtown Streetscape/14th & Broadway Transit			9,275	9,275
Oakland	Eastlake Streetscape and Pedestrian Enhancement	1,546		212	1,758
Oakland	Oakland Coliseum Intercity Rail Station		4,075		4,075
Newark	Dumbarton Corridor Project		7,500	162,675	170,175
Union City	intermodal Station, Phase 1 (11th St, Ped Grade Seps, Parking & Transit Facility)	5,416	2,342	20,237	27,995

**Table 17 — Project Study Report Priority List**

<b>PROJECT LOCATION</b>	<b>PROJECT DESCRIPTION (PSRs to be completed by Caltrans)</b>	<b>COMMENTS</b>
ACCMA	I-880 North Study	The PSR will address the improvements proposed by the I-880 North Safety Study between 98th Avenue and the I-880/I-980 Interchange:
ACCMA	I-880 Embarcadero Ramp Improvements	Reconfiguration of the existing ramps
San Leandro	I-880/Marina Blvd. Overcrossing Replacement	Replace the existing structure to meet current design criteria, including improved ramp geometries
San Leandro	I-880/Washington Avenue Off-Ramp Improvements	Improve traffic movements for the I-880 South off-ramp to Beatrice Street to reduce traffic queues and improve safety
Caltrans	3 Soundwall Projects	To be identified through the ACCMA soundwall policy